

# LaGrande Evening Observer

(Incorporated)  
An Independent Newspaper  
FRANK B. APPLEBY Editor and Publisher  
HARVEY F. MATTHEWS Business Manager

Published evenings, except Sunday, at 1416 Adams Avenue, La Grande, Oregon. The Observer-Star published every Friday. Entered at the Postoffice at La Grande, Oregon, as Second Class Mail Matter under act of March 2, 1879.

OFFICIAL PAPER OF UNION COUNTY AND THE CITY OF LA GRANDE

MEMBER ASSOCIATED PRESS  
The Associated Press is exclusively entitled to use for publication of all news dispatches credited to it or not otherwise credited if published herein. All rights of reproduction of special dispatches in this paper, and also the local news herein also are reserved.

SUBSCRIPTION RATES  
By Carrier  
Daily, per month in advance 75c  
Daily, six months in advance \$4.50  
Daily, single copy 5c

By Mail  
Daily, per month in advance 50c  
Daily, per six months in advance \$2.50  
Daily, per year in advance \$5.00  
Weekly Observer-Star, per year \$2.00

ADVERTISING RATES  
Display, foreign, per column inch 42c  
Display, local, per column inch 40c  
Time contract prices on application.

JOY OR SORROW—When the righteous are in authority the people rejoice; but when the wicked bearth rule, the people mourn.—Prov. 29:2

There is still an occasional traffic officer who seems to think his function is to obstruct traffic rather than to keep it moving.

The forest fire season is with us again. Campers, tourists, sportsmen and others who frequent the woods can help make it short and less destructive by being careful with fire, cigarettes, matches. Forests are the greatest asset of the state of Oregon.

Better get a wilderness vacation while you can. What with the arctic and antarctic being all mapped up and fog charts being made of all the circumambient atmosphere and channel charts and soundings of all the uncharted seas, and everybody that can raise the dough going to Africa to hunt, pretty soon there isn't going to be much of any place left to go for an outing.

The city of Washington is luxuriating in ten cent taxicabs. This, of course, is too good to be true. The taxis wait, in the morning, for five passengers each, and carry them down to work. At 9 o'clock, after the rush is over, they take down their ten-cent signs and go on with regular business. It's just another little problem to be solved in the history of the public utility, common-carrier situation. The rates won't last, but wouldn't it be fun if they would?

The assassination of General Obregon, newly elected president of Mexico, is a tragedy in several ways. It ends the career of a Mexican of much ability, of much personal popularity in a country where popularity is a valued advantage in governing. It throws what promised to be a peaceful period of Mexican history into national turmoil. As unstable as Mexico has been in the past, no one can confidently predict the effect of this on her immediate future.

### SHIPS IN THE DAKOTAS

Nearly seventy years ago a wheezy packet steamer, plying along the upper Missouri river between the frontier outposts and trade centers like Omaha, Kansas City and St. Louis, ripped its keel open on a sunken snag and went to the bottom in a deep spot near Elk Point, S. D.

Two men are now preparing to engage in a hunt for treasure in the vessel's hull, deeply embedded in the mud. For, according to old documents, when the steamer went down it was loaded with a big consignment of furs and a large number of kegs of whiskey.

The whiskey, these men believe, could not have been harmed by its long burial indeed, it would probably be improved. They also have reason to believe, they say, that the furs would not be greatly damaged. All in all, the steamer's cargo would be well worth recovering. The men are preparing to locate the sunken hull, remove the mud that has settled on and about it and bring its cargo to the surface.

Hunts for sunken treasure ships are relatively common; yet, for some reason, there is an unusual appeal to this one. The thought of anyone seeking to find treasure in the hull of a ship in South Dakota seems somehow fantastic. South Dakota, in the heart of the dry level wheat belt, well over a thousand miles from the ocean—one could hardly pick a more incongruous spot to look for a sunken steamboat.

We are apt to forget, in this day of railroad trains and automobiles, the extent to which the Missouri river served as a highway in the old days. Many and many a steamer went up a stream that is no longer considered navigable, bearing the goods of civilization to frontier outposts in the Dakotas and bringing back furs and gold dust. The Missouri was for long a highly important trade artery.

Try---  
The W. K. GILBERT CO.  
---First

Many Bargains Listed on Want Ad Page

## ABE MARTIN



Th' way so many shiftless, good for nothin' people are gittin' 't' th' front is enough 't' discourage th'ir 'n' industry. It's claimed that only one out of 125,000 people read a party platform, an' he's not afraid o' law enforcement.

## Peace Comes To Peach Industry In California

SAN FRANCISCO, July 18 (AP)—Peace came to the peach industry in California today as the result of an agreement between growers and canners here today whereby growers will receive \$25 a ton for their fruit on a No. 1 basis and the pack will be limited to 13,000,000 cases.

Settlement of the price and packing dispute which has beset canners and growers for several weeks was brought about through the efforts of Governor Young's peach conference committee. The agreement provides that all fruit is to be received on a No. 1 basis and that the price per ton is based on the assumption that the pack for 1928 will be limited to 13,000,000 cases. If the crop of No. 1 fruit exceeds that amount, the balance of the crop will be left unharvested.

It also is provided that growers will be compensated for any No. 1 peaches remaining unharvested by an assessment on the entire pack.

## Charles Levine In Plane Crash

NEW YORK, July 18 (AP)—Charles A. Levine's famous trans-Atlantic monoplane Columbia was a wreck today, and its owner had another spectacular landing to add to his flying record.

Levine crashed at Curtiss Field, Long Island, last night in his fourth attempt to make a landing after a 20-minute flight. The landing gear, the propeller, the right wing and the left wing tip were smashed, but neither Levine nor his passenger, Major A. L. Fleming, was injured.

"It was my plottine," said Levine apologetically. "My take off was bad, but my landing was worse."

## Start Work Soon On Rail Extension

KLAMATH FALLS, Ore., July 18 (AP)—Grading will be broken on the Modoc Northern railroad's 87-mile extension from Klamath Falls to Alturas within the next few days. George Boesche, San Francisco, chief engineer of the Southern Pacific, said here that the four million dollar project will be completed in May 1929.

## Makes Loss Good



Add to the list of those who make sacrifices to maintain their good name, Donald Mair of Anthony, Kan. Mr. Mair from his personal wealth has just completed payment of \$110,000 to creditors of the failed Home State bank of which he was an officer. Every depositor has been paid in full. He gave up the bulk of an estate founded by his father and increased by himself by many years of work and saving.

## MRS. HOOVER'S FATHER DIES EARLY TODAY

(Continued from Page 1)

that the farmer has in Hoover "A real champion."

Finally the governor predicted that Iowa would go for Hoover by 200,000.

First news of the death of Mr. Henry was conveyed to Mr. Hoover at Omaha by the Associated Press. As soon as the special left that city, the secretary broke the sad tidings to Mrs. Hoover, who had been encouraged by late reports last night as to her father's condition.

She will remain in her private stateroom during the remainder of the transcontinental journey, although Mr. Hoover will continue his formal conferences with political leaders in the states over which his train will move.

The special is due to arrive at Oakland at 8:30 a. m. Friday and the party will go direct to Palo Alto by motor, arriving about noon.

The funeral will be held during the afternoon, probably in the chapel of Leland Stanford university.

## WELCOME POSTPONED

AROUND HOOVER SPECIAL, FREMONT, Neb., July 18 (AP)—Immediately after word reached the secretary and Mrs. Hoover today of the death of Mrs. Hoover's father, C. D. Henry, announcement was made that the formal welcome home reception planned for the presidential nominee at San Francisco would be postponed until after the formal notification ceremonies at Palo Alto on Aug. 11.

## LAST WISH THWARTED

PLACERVILLE, Cal., July 18 (AP)—Charles D. Henry, father-in-law of Herbert Hoover, the republican candidate for president, died here this morning.

Mr. Henry died without having realized his last wish—that he might live to see Mrs. Hoover, his daughter, once more.

The end came at 5:30 a. m., while the special train bearing the republican standard bearer and his wife toward California and home, was racing westward across Iowa. Arrangements to speed up the schedule of the train so Mrs.

## OREGON ROAD SYSTEM WINS MUCH PRAISE

(Continued from Page 1)

ly taxation. Altogether, Iowa spends more than \$30,000,000 per year on its 104,000 miles of public highways, of this amount, the secondary roads get more than half.

In spite of this expenditure, it has no paved road entirely across the state and will not get one until the state bond issue program, provided it is approved this fall, is entered upon next year. The reason has already been given. It is that the money has been spread out over parts of the whole of the systems with the state powerless to construct a road as a cross-state entity.

Iowa's state program has not neared realization without constant battling in the legislature between the forces on the one hand insisting upon getting the trunk roads completed first and just as determined forces on the other hand demanding partition of the \$13,000,000 annual primary fund for the benefit of the secondary roads. The problem was to stay off inroads on the fund and keep it intact for construction when state policy should be adopted.

The hardest contest came over a bill a few years ago seeking to divide the primary fund and give one half of it to the county and township roads. After this measure was defeated, the path of state control of primary roads was smooth.

With state control came the right of counties to anticipate their share of the primary fund by issuing bonds and \$23,000,000 of them have been voted. The state, however, can not issue bonds without a vote of the people.

What Iowa is voting upon this fall, therefore, is not whether it shall adopt the bonding policy but merely whether the state as one unit shall issue them or the ninety-nine counties as a group shall issue them.

The cost of roads is paid entirely from receipts from motor vehicle fees, gasoline tax and Iowa's share in federal aid.

## Faring Same Issue

Oregon, apparently, is facing the same issue which brought the crisis in Iowa's primary road building program in the Duane initiative measures which might reduce the state fund for the benefit of counties. Iowa made no progress toward rapid and comprehensive financing of its state roads until it settled finally the question of use of automobile owner paid funds in favor of devoting the bulk of them to state roads first.

With that troublesome question—which now confronts Oregon—decided, the next problem in Iowa will be doing for the secondary roads with other revenue, or more essential, by using the present revenue more judiciously substantially what has been done for the primary roads. After the primary roads are built, all money about maintenance costs now going into primary construction will go to secondary roads.

Iowa now would not think of hampering the development of its trunk roads by reducing their revenue in any way. It has had a struggle to get them built; but as they grow in mileage the battle to keep them lengthening is all but disappearing.

Hoover might reach Placerville to see her father alive, were made yesterday but at best they could not reach the west coast before Friday morning.

At the bedside were Mrs. Guthrie Large, of Georgetown, Cal., another daughter, and Allan Henry Hoover, son of the presidential candidate.

Mr. Henry, who was 84 years old, suffered a paralytic stroke on July 4 while on a camping trip with Mrs. Large. Physicians said he would have died almost at once except for his remarkable vitality.

## Coast Guard Rule Made Clear Today

MIAMI, Fla., July 18 (AP)—Halting of rum craft by American coast guard boats has been confined to waters outside the five mile limit of British possessions in the Bahama Islands, it became known today through a state department letter on record in federal district court here.

The letter declared the intention of the department to apologize for technical violations of an agreement through which the American boats have been permitted to enter British territorial waters solely for the purpose of observation.

## Tommy Armour Is Ahead at Westfield

WESTFIELD, N. J., July 18 (AP)—Scoring seven birdies to a 23-23-68, six under par, Tommy Armour of the congressional country club of Washington took the lead at Schackamaxon country club today in the first round of the metropolitan open championship. Leo Diegel took second place with a 32-35-67.

## AMUNDSEN HUNTER

OSLO, July 18 (AP)—A report was current here today that fishermen found traces of the seaplane in which Roald Amundsen and five companions disappeared, on Bear island, midway between Spitzbergen and Norway. This was believed here to be a violation of a similar story sometime ago.

## DONKEY, ELEPHANT TO RACE

NEW YORK, July 18 (AP)—A donkey and an elephant are to race from New York to the white house, Frank A. Russo, democrat and J. E. Martell republican, are to act as multiplier and mahout respectively. They are advertising men. There is a wager.

## BAND CONCERT FRIDAY

Director Andrew Loney Jr. announced today that there will be a special band concert Friday night, when an "Old Favorites" program will be given. This novel program, which will include all old favorite numbers, among them the "Poet and Peasant" overture and the "Wedding of the Winds" promises to be very popular. Old numbers will also be used for encores.

## AUSTRALIAN WOOL CROP

MELBOURNE (AP)—Australian government officials estimate the commonwealth's 1928-29 wool crop at 500,000,000 pounds, of which \$15,000,000 pounds pulled and 50,000,000 pounds exported on skins.

Fast Color Wash Prints  
30 and 32 inches wide  
30c yd.  
N. K. West & Co., Inc.  
La Grande's Leading Store for Over 30 Years

## New Standard For Wheat Middlings

WASHINGTON (AP)—Official standards for purified middlings, semolina and farina have been promulgated by the department of agriculture.

The new definitions characterize purified middlings as the clean, sound, granular product obtained in the commercial process of milling wheat, and is that portion of the endosperm retained on 10 XX sieve flour that is consistent with good commercial practice, nor more than 15 per cent of moisture.

Semolina is the purified middlings of durum wheat, and farina is the purified middlings of hard wheat other than durum.

## WAR VETERANS MEET

KLAMATH FALLS, Ore., July 18 (AP)—Veterans of foreign wars, in annual session here, adopted a

You'll Feel at Home  
If you make the  
Imperial Hotel  
Your headquarters when in  
PORTLAND  
Oregon  
New LOW rates now in effect.  
Rooms Without Bath:  
1 person, \$1.50 per day and up  
2 persons, \$2.00 per day and up  
Rooms With Bath:  
1 person, \$2.00 per day and up  
2 persons, \$3.00 per day and up  
Special rate where one has two persons occupy one room, consistent with above.  
"The House of Personal Service"  
Phil Metcham, Prop.

## How a good cook puts up fruit

She puts only a few slices at a time in the hot syrup, so each piece will keep its shape. Hills Bros. roast their coffee a few pounds at a time by their patented, continuous process and every ounce is roasted evenly, developing the utmost in flavor. No other coffee can taste like Hills Bros. because none is roasted the same way.

## HILLS BROS COFFEE



We're in Favor of a Little "Arctic Relief" Right Here at Home



Fine Even Texture  
Slices Easily  
Uniform Quality  
McWilliams'  
**Butter-Nut Bread**  
Baked Fresh Every Day At All Dealers  
Made By  
**La Grande Bakery**  
K. J. McWilliams, Prop.